

IN THE SPECIFICATION

Please amend the specification as follows:

Insert the following paragraph on a new line after the title:

This application is a § 371 application of PCT/EP2004/000336, which claims priority from WO 2004/065771.

First paragraph, following the title:

~~Specification~~ BACKGROUND

Second paragraph following the title:

This invention relates to a method for actuating an accumulator catalyst for nitrogen dioxide on an internal combustion engine for a vehicle, in particular a car, ~~as claimed in the preamble of claim 1.~~

Insert the following on a new line before the fourth paragraph on page 4:

SUMMARY OF THE INVENTION

Paragraph bridging pages 4 and 5:

~~As claimed in claim 1, to~~ To establish the instant of optimized switching from the lean operating range to the rich operating range for discharge of the nitrogen oxide storage catalyst, a discharge threshold as a function of the detected current nitrogen oxide tail pipe emission value is established, such that discharge of the nitrogen oxide storage catalyst is triggered if the emission values which are brought into a relation to one another show that the discharge threshold has been reached or exceeded.

Paragraph bridging pages 5 and 6:

~~As claimed in claim 2, it~~ It is especially preferred that the discharge of the nitrogen oxide storage catalyst is triggered when the current nitrogen oxide tail pipe emission value detected at the instant of switching reaches or exceeds a predeterminable percentage value relative to the modeled nitrogen oxide raw emission value at the instant of switching. ~~As claimed in claim 3 it~~ It is especially

preferred here that to determine the current nitrogen oxide tail pipe emission value the nitrogen oxide mass flow downstream of the nitrogen oxide storage catalyst is integrated over the current lean phase and/or that the modeled nitrogen oxide raw emission value is the integral of the modeled nitrogen oxide raw mass flow upstream of the nitrogen oxide storage catalyst over the same current lean phase.

Page 6, third full paragraph:

~~As claimed in claim 4, this~~ This percentage value is at least 10%, preferably at least 5%.

Page 6, fourth full paragraph:

~~As claimed in claim 5, in~~ In terms of device engineering, the nitrogen oxide tail pipe emission value can be detected preferably by a sensor device, preferably a nitrogen oxide sensor, which is located downstream of the nitrogen oxide storage catalyst viewed in the exhaust gas flow direction.

Insert the following on a new line before the last full paragraph on page 6:

BRIEF DESCRIPTION OF THE DRAWINGS

Paragraph bridging pages 6 and 7:

The single figure schematically shows the amount of nitrogen oxide plotted over time.

DETAILED DESCRIPTION OF THE INVENTION

Curve 1 plots the time integral of the modeled nitrogen oxide raw emission amount upstream of the nitrogen oxide storage catalyst. This curve 1 is stored in the characteristics map and is available to the engine control device at any time. Since modeling of the nitrogen oxide raw emissions during the service life of the vehicle is subject to a plurality of error sources which make a precise computation of the raw emissions difficult, in actual vehicle operation the actual raw emission values as are shown by curve 2 arise.